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ATC WEST, INC.

11711 West 53rd St.
Shawnee, KS 66203



ATC-west has been representing Analog Training Computers for over 10 years. And, as a professional pilot, my involvement and understanding of your business has been going on even longer. Being the most experienced ATC full line dealer has given me the privilege of assisting dozens of operators throughout the U.S. with their simulator purchases and applications. I can promise you the follow-up service that will allow you to purchase this equipment with confidence.

James G. Neighbor
Comm, Inst, CFI & II, ME, FE, AGI and IGI
President,
ATC-WEST, Inc.

If you would like additional information about any ATC's products, please complete the adjacent card and return it to me. I will be contacting you shortly.

ATTENTION: General Manager

11711 West 53rd St., Shawnee Mission, KS 66203
ATC WEST, INC.

ATC-810

Twin Engine CPT/IFR Flight Simulator

ATC™
ANALOG TRAINING COMPUTERS



Simulator Training and the Part 135 Operator

Simulation makes sense.

And for Part 135 operators, the obvious ATC-810 advantages come to mind:

- Operating/fuel/maintenance cost savings
- High performance at a surprisingly low price
- "Realism True to Flight"™
- No-risk emergency procedures training
- Convenient and easy to use

But — will the ATC-810 fulfill your training needs? See for yourself:

Maneuvers and Procedures	Training Capabilities Aircraft ATC-810	
Checklist		
Preflight check	yes	yes
Before starting engine check	yes	yes
Engine Start		
1. Normal	yes	yes
2. Hot	yes	yes
3. Flooded	yes	yes
Before taxi check	yes	yes
Taxiling	yes	yes
Engine runup	yes	yes
Before takeoff check	yes	yes
Takeoff and climb checks	yes	yes
Cruise check	yes	yes
Descent and landing checks	yes	yes
Turns		
Cruise power (20° bank max.)	yes	yes
Reduced power (15° & 45° bank)	yes	yes
Reduced power (45° & 60° bank)	yes	yes
Gear & flaps down (20° bank)	yes	yes
Steep turns (at least one turn in each direction involving a bank of 45° and of 360° duration)	yes	yes
Takeoffs		
Normal	yes	yes
Crosswind	yes	yes
Instrument, crosswind	yes	yes

Maneuvers and Procedures	Training Capabilities	
	Aircraft	ATC-810
Emergency Procedures		
Fire in flight	yes	yes
Smoke control	yes	yes
Emergency descent	yes	yes
Engine failure, identifying, feathering and securing	yes	yes
Air start (unfeathering procedure)	yes	yes
Gyro pressure malfunction	no	yes
Fuel boost problems	no	yes
Asymmetrical flaps	no	yes
Wing icing	no	yes
Pilot head icing	no	yes
Oil pressure problems	no	yes
Cylinder head temperature problems	no	yes
Prop sync problems (over & under speed)	no	yes
Fuel flow interruptions	no	yes
Rough air procedures	no	yes
Instrument Procedures		
Instrument takeoff	yes	yes
Area departures & arrivals	yes	yes
Holding	yes	yes
Enroute navigation	yes	yes
Diversion to alternate airports	yes	yes
Approaches		
Normal ILS	yes	yes
Single-engine ILS	no	yes
VOR approach	yes	yes
Single-engine VOR	no	yes
ADF approach	yes	yes
Single-engine ADF	no	yes
Backcourse approach	yes	yes
Single-engine backcourse	no	yes
SDF approach	yes	yes
Single-engine SDF	no	yes
Missed approach	yes	yes
Single-engine missed approach	no	yes
DME ARC	yes	yes
Radio Navigation and Communication Procedures		
	yes	yes

Maneuvers and Procedures	Training Capabilities Aircraft ATC-810	
Normal & Abnormal Procedures		
Stall warning, stall avoidance devices	yes	yes
Hydraulic & electrical systems failures	yes	yes
Landing gear & flap systems failures	yes	yes
Airborne nav./ comm equipment failures	yes	yes
Flight Maneuvers		
Slow flight (w/wo takeoff flaps)	yes	yes
Approach to stalls	yes	yes
Stalls (clean, approach flaps, full flaps)	yes	yes
Simulated normal descent approach and go around	yes	yes
Engine shutdown & air start	yes	yes
Single engine approach and landing	yes	yes
Engine failure at takeoff	yes	yes
Pitch control with trim only	yes	yes
Roll control with trim only	yes	yes
Yaw control with trim only	yes	yes

Single Engine Emergencies		
1. At a point after V ₁ , and before V ₂	no	yes
2. At a point after V ₁ , when V _R and V ₂ are identical	no	yes
3. Before reaching 200' AGL	no	yes
4. Rejected takeoff	yes	yes
Specific Flight Characteristics	yes	yes
Fuel Management Procedures	yes	yes
Approaches		
Normal	yes	yes
Crosswind	yes	yes
Engine-out	yes	yes
Rejected (missed approach)	yes	yes
Single engine missed approach	no	yes
Landings		
Normal	yes	yes
Crosswind	yes	yes
Engine-out	yes	yes
Rejected	yes	yes

ATC-810 Twin Engine Flight Simulator. ATC-WEST knows it best.

Simulation does make sense.

- ☐ Send me more information on the ATC-810 Twin Engine CPT/IFR Flight Simulator
- ☐ Have an ATC-WEST representative call to advise me of the best way to obtain FAA approvals for a pilot program that incorporates an ATC-810.

Name _____ Title _____

Company _____

Address _____ City _____

State _____ Zip _____

Tele. # () _____

Part 135 Operators, Please Note:

ATC-WEST WILL ADVISE YOU OF THE BEST WAY TO OBTAIN NECESSARY FAA APPROVALS FOR YOUR TRAINING PROGRAM WHICH INCORPORATES AN ATC-810.

We provide you with our Approval Test Guide for the 810 and show you how to use it to the best advantage in your existing training program.

For more information on how the ATC-810 can improve the effectiveness of your training program while it reduces your training costs. Call or write ATC-WEST:

ATC-WEST, INC.
11711 W. 53rd St., Shawnee Mission, KS, 66203
913/268-9051